

SMUGGLING LABOR FROM WASHINGTON

How Foreign Navies Are Getting Into British Columbia From States.

Vancouver, March 16.—That the little city of Italian on the Vancouver-British Columbia international boundary line is the headquarters of an organization that is smuggling Greeks and Italians into this province from Seattle and other sound cities is the statement made here by trainmen. It is declared that scores of foreigners, most of them railroad navies, jump off the northbound Great Northern trains south of Blaine, meet guides by pre-arrangement and are piloted on foot across the boundary line between White Rock and Sumas, where there are any number of trails and trails crossing from the United States to Canada.

Arrives Ahead
The baggage of these men, having been checked on the Great Northern train, arrives in Vancouver ahead of them. Within the past few weeks the immigration officials have been on the watch for these incoming Greeks and Italians, and when any asked for baggage they were promptly taken in charge and put through an oral examination which is said to have demonstrated very speedily that they were violating the immigration regulation which says that aliens coming into Canada must come direct from the land of their birth. As a consequence of this watchfulness on the part of the immigration officials practice of drawing out baggage at the Great Northern depot has dropped off to a large extent and there are piles of unclaimed goods in the com-

pany's baggage room, is said, awaiting owners.

Organization at Work
The fact that there is an organization at work bringing in these laborers is said to have developed during an investigation of several Italians who were taken in charge here, they having appeared at the Great Northern baggage rooms for their property which had been checked from Seattle. Quite recently, it is said, the immigration officers caught eight out of a party of nineteen foreigners, who were traveling along a road north into British Columbia. They were all deported. This vigilance on the part of the Canadian officials has had the effect of checking to some extent the smuggling, but it is believed that the gang which has been carrying it on will not cease their efforts but simply seek a new channel through which the illegal practice can be continued. It is believed that not less than 400 Greeks and Italians have illegally crossed the boundary line near Blaine in the last four months.

Of sporting offers made by the large centers of old, that made to Charles Gustave of Sweden when he was besieging Prague is worth of recall. A peasant offered for the King's amusement to devour a large hog then and there. General Koenigsmarkt, so runs the tale, suggested that one with such an appetite ought to be burned as a sorcerer, on which the peasant said to the King: "Sir, if your Majesty will make that old gentleman take of his purses, I will eat him before I begin the hog."

While a young chap was walking along a business street with a very pretty girl, he happened to glance into a couple of windows where the latest styles of men's overcoats and suits were displayed. The girl noticed it. She stopped and exclaimed, "What a dandy overcoat! Why don't you get one of those, Bob? You'd look fine inside of that."

She looked at everything in that window and the young chap was delighted at her interest in men's clothes. "You're all right, Grace," said he. "That's what I be about you. Most girls would rather look at lingerie waists than at a man's overcoat."

The girl laughed. "Well, Bob," said she, "to be perfectly honest, the mirrors in that window are something to cry for."

Channing Pollock cites a certain melodrama produced a few years ago, as containing the busiest and most inconsistent villain ever created.

In the first act he tied the beautiful heroine to a railroad track just as the limited was due. In the second, he hired her to and old house, locked her in an upper room, and set the place on fire.

In the third, he strapped her under a buzz saw and set the machinery in motion. In the fourth, he tore the planking out of the Brooklyn bridge so that her automobile plunged through to the raging flood beneath.

In the fifth act he started to make love to her. She shrank from him. "Why do you fear me, Nellie?" he asked.

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URGE FARMERS TO HOLD THEIR GRAIN

Grain Growers' Guide Sends Out Proclamation to Farmers of the West.

Winnipeg, March 16.—The following proclamation has been sent out by the official organ of that powerful association of farmers in western Canada, urging farmers to hold their grain.

"A deep set suspicion has existed for some weeks past that a deliberate effort was being made by a section of Chicago, St. Paul and Winnipeg grain men to knock the price of grain down with a view to discouraging and discrediting the reciprocity agreement now before parliament. On January 26, the day on which the reciprocity

agreement was first announced, the price of spot No. 1 Northern wheat at Port William was 94½ cents and the price of No. 2 Canadian Western oats 22½ cents per bushel; on February 28, one month later, No. 1 Northern wheat was only worth 88 cents a bushel, which was 6½ cents a bushel below the price on the date of the announcement of the reciprocity agreement. The price of No. 2 Canadian Western oats had gone down to 29½ cents per bushel, 3½ cents below the price on the same date. Oats on the basis of the closing price at Port William on Feb. 28 were worth around 22 cents to 21 cents net to the farmer at his shipping point.

At the same time at country points in Manitoba and Saskatchewan, hundreds of farmers were getting from 30 to 35 cents per bushel on the ear at their shipping point for shipments to other farmers in these provinces for

seed and feed. While the stock east of Port William are larger than last year, this is more than offset by the strong local demand. Oats are being shipped every day from Manitoba and Saskatchewan to Alberta and British Columbia, and there are even some reports that seed oats may have to be brought back from Port William to supply unfrosted grain for seed. The market certainly looks now as if it would pay farmers who can do so to hold their grain until after seedling, when it looks as if there is a good prospect of getting several cents a bushel more for it.

Enraged over something the local newspaper had printed about him a subscriber burst into the editor's office in search of the responsible reporter.

"Who are you?" he demanded, glar-

ing at the editor, who was also the main stockholder.

"I'm the newspaper," was the calm reply.

"And who are you?" he next inquired, turning his respectful gaze on the chocolate-colored office devil clearing out the waste-basket.

"Me!" rejoined the darky, grinning from ear to ear. "Ah guess ah's de cur'd supplement."

A VICTIM

She—"Are you against long halpins for women?"

He—"Well I have been several times."—Yonkers Statesman.

TAKING CHANCES

Some men are just as reckless with their money as other folks are with their automobiles.—Detroit Free Press.

PARKDALE

Right in the Heart of Strathcona, the University City

PARKDALE LOTS ARE THE CHEAPEST LOTS. LOCATION AND CONVENIENCE CONSIDERED. IN THE PROVINCE OF ALBERTA.

IN NO OTHER SUBDIVISION OF EDMONTON OR STRATHCONA CAN LOTS FIVE BLOCKS FROM THE MAIN STREET BE PURCHASED FOR \$200 TO \$400 PER LOT.

IN NO OTHER SUBDIVISION IN ALBERTA CAN THE PURCHASER ACQUIRE PROPERTY SERVED WITH WATER, LIGHT, SEWER, TELEPHONE AND SIDEWALKS FOR ANYTHING LIKE THE SAME PRICE AS PARKDALE PROPERTY IS OFFERED.

IN NO OTHER SUBDIVISION WHERE LOTS MAY BE HAD FOR \$200 TO \$400 DOES THE HOME BUILDER HAVE THE ADVANTAGE OF A LARGE PUBLIC SCHOOL LIKE THE DUGGAN STREET SCHOOL, OR A PARK LIKE THE AGRICULTURAL PARK OF STRATHCONA.

IN NO OTHER SUBDIVISION CAN THE HOME BUILDER GET AS MANY ADVANTAGES FOR THE SAME MODEST PRICE AS IN PARKDALE.

IN NO OTHER SUBDIVISION ARE LOTS SELLING AS RAPIDLY AS IN PARKDALE. IF YOU WANT A HOME OF YOUR OWN IN THE TWIN CITIES YOU WILL HAVE TO BUY NOW OR PAY A MUCH HIGHER PRICE LATER. SEE US ABOUT THIS AT ONCE.

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in 10,000 Shares of \$100 Each

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H. L. HIGGS, Druggist, Wetaskiwin

HEAD OFFICE OF THE COMPANY - - - WETASKIWIN

Incorporated under the Laws of Alberta

The Hercules Rotary Engine Company, Limited, has been incorporated for the purpose of placing on the markets of the world the invention of H. I. Call, the Hercules Rotary Engine. The Company holds absolutely all patent rights for Canada, United States, Great Britain, Germany, France, Belgium and Japan. Patents will be applied for in all other countries.

For the purpose of extending their patents, developing the market for the engine and placing it before the trade throughout the civilized world, the Company has placed on sale a limited amount of treasury stock, of which 400 shares have already been sold. With the money realized from the sale of this stock the Company has acquired shops in Wetaskiwin, perfected patents, manufactured model

engines for demonstration purposes and undertaken an advertising campaign with the purpose of making the value of the patents known to users of steam engines.

To further extend the Company's operations, a further allotment of 250 Shares of treasury stock will be offered at par (\$100 per share) to the public, the first sale being made in Edmonton. With the funds derived from this sale of stock it is the intention to further extend the patents of the Company, and to place the engine on the market in foreign countries.

The Company will still have in the treasury 1350 Shares, none of which will be offered for sale at the present time.

It is not the intention of the Company at the present time to go into the manufacture of engines on a large scale, but to sub-let the patent rights to engineering firms already established, the Company retaining the ownership of the patents and deriving its revenue from royalties based on the horse-power of the engines manufactured.

The Hercules Rotary Engine is acknowledged by all who have studied it to be an invention of immense value, one which will by its saving of fuel and economy of space mark an evolution in steam engineering and entirely revolutionize the principles applied in the manufacture of steam engines.

The revenue to the company from royalties on the patent rights is certain to provide a handsome profit to the stockholders of the Company.

A model of the engine is on exhibition at the Edmonton Agency of the Company, McManus Bros., 114 Jasper Avenue West, where parties interested may have the principles of patent fully explained by the inventor.

Applications for stock at par value will be taken by the agents. Parties living outside the city may make application for stock by mail to the Edmonton agents of the Company. All applications will be filled in the order in which they are received, and the Company does not guarantee delivery. All applications must be accompanied by marked check, money order or certified draft. No stock will be held unless this condition is complied with.

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Edmonton Agents

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114 JASPER AVENUE WEST, EDMONTON

TRAINS WILL BE OPERATED BY WIRELESS TELEPHONES

EXPERIMENTS ARE NOW BEING CARRIED ON BY LEADING AMERICAN RAILWAYS, SHOWING FEASIBILITY OF THE SCHEME.

One of the questions which is being actively canvassed in railroad circles at present is as to the applicability of otherwise "wireless" to the business of running trains. Experiments have been carried on on several roads during the last few years, and it seems likely that in the near future wireless will have a definite place in the economy of at least some of the railroads. Four or five years ago the Union Pacific began to study the question. Experiments have been made on the Pennsylvania railroad at Harrisburg and Altoona, and the Canadian Pacific has also taken the matter into serious consideration.

Under ordinary conditions railroad men are pretty well satisfied with the apparatus now at their command. Since the advent of the telegraph and the telephone, the railroad system has undergone a great revolution. The old system, under which the engine driver of a train got a single-track line could proceed only if he found the signal sticking up in its place, and was required to take it with him to the next station, and so allow another train to proceed gave place to the system under which the train dispatcher keeps in touch with the movements of all trains on his division by communicating over the wire with signal men stationed along the line. In the late wireless block signal system, has added to the ease and safety of operating and of travel.

But the train dispatcher depends on the wires, and the wires are sometimes down. Windstorms and blizzards sometimes throw the whole system out of gear. All communication is for a time at an end, and, except for a few important trains, the cars cease to run. Freight trains make for the nearest sidetrack at once and stay there until the pressure is relieved.

Although the principles of wireless telegraphing are now pretty well understood, and although wireless indicates its efficiency and value on many occasions on the ocean, yet it has its limitations, some of which are well defined. To be of real service to a railroad man a signaling system must be infallible and it must be, as far as may be, "dead proof." It is to determine these limitations and to devise methods working with wireless in spite of its limitations, and attempts are being made to develop wireless telephones to a point at which they can be successfully used in railroading.

Dr. Frederick H. Miller, who has been at work for the last four years in

talked of some of the results of his work. When I started this work for the Union Pacific," Dr. Miller said, "the problem before me was to devise some means of communicating with trains in motion, without interfering with the right of way in any way, or without placing any obstruction on it. My first experiments were directed toward devising a signal on the cab of an engine which might be operated from a distant station. I used a coherer as a means of transmitting in connection with a wireless unit motion to an indicator after an impulse had been received. We were able to send signals quite well, but the instrument did not have the reliability necessary for railroad work, and the idea had to be abandoned. After a certain time the coherer ceased to work, and to replenish it sufficiently often to make it infallible would mean puffing too much work in places where it would be unsafe.

"Then we turned to wireless telegraphing and to wireless telephoning. Our first idea was to operate through the telegraph, but while we were at the preliminaries of installing a wireless telegraph system for work on actual running trains, we developed a practical wireless telephone, and then we devoted ourselves exclusively to that."

"When the plant is in operation we shall have stations from which the wireless messages are sent out and antennae stretched on the top of the cars to receive the messages. Various difficulties are presented, such as the noise of the moving train, but our experiments indicate that these difficulties have been overcome. We have already talked for a considerable distance, and increasing the distance is simply a matter of building other instruments, the principles having been worked out."

Dr. Miller said that day after day, when he was working on the problem, he would learn something new, or some new avenue of experimentation would open up. Finally he seemed to have reached a deadlock, and to be unable to get any result.

"Let's go home," I said to Mr. Miller, who was working with me that day," said Dr. Miller. "The thing won't work. Let's go home." Mr. Miller was just as disappointed as I was, and was saying a word began to get ready. "We were just about to look up, when I turned back and said: 'Suppose we put that detector in there,

We haven't tried it like that. Suppose we do."

"That was almost too logical for him, because there was no logical reason for doing it. It seemed perfectly foolish. Still, we connected the instrument up, and I went back to the receiver. To my astonishment, I heard a noise. I went back, and my co-worker went out and listened, and he came back and confirmed my own report. Then we knew that we had what we were looking for. The rest of the work was refinement."

On showing the possibilities of the apparatus which he has developed, Dr. Miller has used an umbrella as receiving antenna, one end of the telephone receiver being connected with the wires of the umbrella, the other end of the receiver being "grounded."

OPPOSE BILINGUAL SCHOOLS.

Orangemen Discuss Problem at Convention now being held at Smith's Falls.

Smith's Falls, Ont., March 16.—Opposition to the bi-lingual schools was the feature of the Grand Lodge meeting of the Royal Black Preceptory for Eastern Ontario, which opened here yesterday. In reply to the address of welcome provincial Grand Master Grant referred to the bi-lingual schools and put himself on record as being strongly opposed to them. He also spoke of being, not because he is a native of the Grand Trunk lodge of Ontario, east opens this afternoon. Already a large number of delegates are in town, and the hotels are taxed to accommodate them all.

While walking through a street in a southern town the other day Joseph A. Beecher was "braced" by two colored boys about seven years old, who asked: "Got any cigarette pictures, mister?" Explaining that he did not induce, the lawyer asked the boys their names.

"Johnnie," was the reply, "We're twins." "What are your first names?" insisted the amused questioner. "Mah name," answered one, "is Soda and his name," pointing to the other, "is Salatin. Now done lost all de others, and she give us names she find something in raisin."

Mrs. Crippen's Estate. London, March 16.—The estate of Mrs. Crippen (née Elmore) has been proved here. It amounts to one hundred and seventy-five pounds. Administration has been granted to a sister of deceased.

IN MEMORY OF DOLLIVER. Des Moines, Ia., Mar. 16.—In accordance with a resolution of the Iowa legislature, today was set apart as a day of memorial for the late Jonathan P. Dolliver, United States senator from Iowa.

Shiloh's Cure. quickly stops coughs, cures colds, breaks the throat and lungs.

City a Hundred Years From Now

Some of the Luxuries People of the Next Century Will Probably Enjoy.

February 1, 2011, 7 o'clock in the morning. The closed shutters propping the night. John Smith sleeps peacefully. Suddenly at his bedside, the clapper of the phonograph alarm trembles and produces sweetly harmonious sounds.

John opens his eyes. Reaching out his hand he finds an electric button, which he presses. Automatically the shutters open. The window closes and the sunlight pours into the room. John Smith's chamber is furnished with taste and even with a certain amount of luxury; not because he is rich, but that in this twenty-first century luxury costs little, and no one is poor.

Through the room the air circulates freely. Within the walls conduits of water, warmed by a central electric furnace, distribute everywhere an equal heat in the cold season; in summer the same conduits serve to cool the air.

Such is the apartment occupied by John Smith of the twenty-fourth floor in St. Louis, Chicago or one of the other great Western cities of this century.

But Mr. Smith has not yet arisen. He is talking to the table beside his bed. "I want a cup of synthetic, cocoa, very hot," he says.

In a few minutes the table opens and the aromatic breakfast appears before the eyes of the hungry man. It is no magic table; no spirit is concealed in it; it is simply provided with a microphone, by means of which Mr. Smith expresses his wants to the officials of the public alimentation service, which has its branches on the ground floor of every house of any importance.

While drinking his chemically produced cocoa Mr. Smith listens to the morning papers. Every house with modern conveniences communicates with a central information bureau, which gives at all hours the news of the world. Mr. Smith is something of a dandy. He dresses in a full tunic in Grecian style, which sets off his powerful and youthful figure and allows perfect ease of movement. His shoes are polished by mechanical brushes, operated by electric buttons. What vehicle shall he take to go to his business? The railway that runs under every street? The moving sidewalk that passes before the shop fronts? Shall he go on foot over the innumerable bridges which unite

all the buildings of the city at all heights? He decides upon a aeroplane. Let us follow him in the elevator, which sets him down upon the terrace of his dwelling, under a sky that is shadowed by great wings that vibrate with the sirens of the aeroplanes.

The sky resembles the harbor of a port port in which multitudes of vessels are moving in every direction. Aeroplanes, with polished hulls, buzz about like big beetles. The Ventriplane, a small, rounded, Southwestern Aeroplane, passes like a fish in a whirlwind. As it is scarcely 8 o'clock few private aeroplanes, with solemn footmen in livery and sunshades, are seen. But many clerks, mounted upon old model Bleriot or other machines, hasten to their morning work.

The use of balloons has not been abandoned, though cumbersome bladders inflated with inflammable gas, those ancient toys with which our ancestors used to allow themselves to float not yet knowing how to fly. They are to be seen everywhere, but without aeroplanes.

Reduced in size and always capricious, they serve as bugs and marks, bearing the names of several streets that lie below, or of the landing stations. Like baskets, great incandescent electric lights are hung from them to illuminate the air routes at night.

Mr. Smith mounts a cab which has come to a stop beside the terrace. Off he goes over the city. Some of the suburban, though cumbersome bladders of the early twentieth century still exist. But these ancient cumbersome structures are insignificant now in this forest of steel and cement roof, built for all time, of steel and cement roof, proof against fire or earthquake. These gigantic structures are studios, factories, shops, hotels.

These buildings are tied to each other at almost every story by suspension bridges, which give the sky the aspect of 50 cities superimposed, each one on the other.

All chimneys have disappeared. Electric light, heat and power have long since done away with the use of steam, even for cooking. From the height at which Mr. Smith is flying he looks down upon avenues of trees and flowers, through which circulate the moving sidewalks. There is no dust, for there are neither wagons nor horses. The great co-operative societies absorb the small factories and shops long ago. Each has a tower in which the great co-operative societies absorb the small factories and shops long ago. Each has a tower in which the great co-operative societies absorb the small factories and shops long ago. Each has a tower in which the great co-operative societies absorb the small factories and shops long ago.

arm chair at a table covered with instruments. Mirrors enable him to watch in the space occupied by the machines, which fill the centre of the skyscraper from cellar to roof, that particular bit of mechanism which is his department.

From time to time he touches a spring, interrupts or opens a circuit, receives or sends a message over the telephone, holding in his plump hand, as soft as that of a bureaucrat, the little lever which regulates the movements of a wheel a hundred feet in diameter that performs automatically the work formerly done by a hundred men.

Mr. Smith's every movement is registered by a dynamometer. Another machine registers the number of hours he is at work. These records are transmitted to a central machine which automatically calculates his salary. The clocks of the city chime noon. The workman's day is over. A few hours have sufficed to produce what two scrambled eggs with, clothes, paper, light, heat, etc., for a day. A slot above his desk opens and John Smith's diurnal salary falls out.

Appetite guides Mr. Smith to a restaurant. No waiters are to be seen. He glances over the menu, which is a record of the progress of culinary chemistry, and selects for his luncheon two scrambled eggs with, a strawberry ice-cream. He speaks his order to the table as he would have done years ago to an attentive waiter.

The table opens and from the hollow arise a plate, bread, forks, wine and a steaming dish full of a golden mass. Needless to say, no hen laid those eggs; they are admirable composition of artificial albumen. No cow gave the milk from which his cheese was made; no vine grew grapes to make his wine.

A periscope in the middle of the table reflects into the basement the image of this man and his luncheon, so that when he has finished the first two scrambled eggs back his plate disappears instantly and is replaced quickly by a fine, juicy, synthetic beefsteak and artificial lettuce.

His meal costs him only a few cents. There is no waiter to tip, no cashier to pay. On leaving he slips the amount into a slot by the door.

—Despatch.

DOROTHY VERNON IN TABLEAU

Last evening the young people of McManus Church secured in their presentation of this well known story, and other tableaux.

An audience of five or six hundred people was highly delighted with the clever posing and magnificent costumes.

The Variety Tableaux were: Japanese tea-party, complete in every detail of costume and furnishings.

Much merriment was created by a vivid representation of "You Dirty Boy" by Mrs. Hilton and Master Blaney.

A charming picture was "Crossing the Style," portrayed by Mr. G. B. Cooper and Miss Eva Lyons, attired in old English costume.

The Misses Dot Tremblay and Maud Carrol looked angelic in their representation of "Book of Ages," while the latter again scored as Meria in the "Sign of the Cross," her trim figure draped in white giving her a pleasing fitness for the character.

"Dorothy Vernon" was the item of the evening and elicited round after round of applause. Throughout twelve scenes the parts were admirably sustained, particularly "The destruction of the Marriage Contract by Dorothy," "The Visit of Queen Elizabeth to Hadron Hall," and "The Knighting of Sir Perkins."

The descriptions of the tableaux were rendered in a graphic manner by Mr. A. H. Skendzel. Mr. M. Hilton acted as stage manager.

The costumes reflected great credit on Mrs. and Miss Hilton, who designed them, and on the young ladies, who were largely responsible for the making up.

Casts of Dorothy Vernon, Dorothy Vernon—Miss Hilton, Sir John Vernon—Mr. Tiffin, Sir John Vernon—Mr. S. Barker, Malcolm Vernon—Mr. G. B. Cooper, Mary, Queen of Scots—Mrs. Hilton, Queen Elizabeth—Miss Dot Tremblay.

Edmonton Musical Club WILL GIVE AN Open Concert OF IRISH MUSIC ON SATURDAY AFTERNOON

March 18th, at 3:30 o'clock. In the separate school hall. Admission to the Public, 25c.

NOTICE OF REMOVAL

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By "Bud" Fisher



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